Watches, Jewelry, &c.

TEWELRY VERY LOW .- The subscriber, business in Wall et. for the past 19 years, is selling criptions of Gold Jewelry, Diamond Rings and Pins, whole sale and retail at less than usual prices. Ladice lames, Mossic, Pearl, Carbuncle and Lava Ear Rings. Pins and Republic.

amee, Mossic, Pearl, Carbuncie and Lava Braceleta. Diamond Pins and Rings.
Diamond Pins and Rings.
Ladies' Gold Goard Chains and Chatriaine Chains.
Gentle mean's Gold Guard, Yob and Vest Chains.
Geld Fob Keys and Seals, Studs and Sieeve Buttons.
Fins are Rings with stones, Seal Rings.
Fins are Rings with stones, Seal Rings.
Gold Speciales, Gold Eye Glasses.
Gold Thimbies Gold Pens and Pencils.
Gold Links Gold Pens and Pencils.
Gold Lockets for Dagaerreotypes or Hair, one, two, to

Gentlement's Pine and Scarf Pine, Charma.
Gentlement's Pine and Scarf Pine, Charma.
Good Pene and Silver Holders.
Silver Porte-mountaies, Silver Napkin Rings and Fruit Knives
GEO, C. ALLEN,
Importer of Watches and Jewelry Wholesaje and Retail,
No. 11 Wall-st. second floor, near Breadway.

Miscellancons.

Porgery! Forgery! Beware
Of roques, who counterfeits prepare;
For Lyon's Powder and his Fills,
That bugs in chambers, rats in miles,
Indubitably slay,
By ecoundrils, envious of his fame,
Have counterfeited been, in name;
Don't buy the poisons, pray.

LYON cannot be answerable for the consequences
of using the poisons nostrums got up in imitation of his
harmless MAGNETIC POWDERS for destroying insects, and
his property in the consequence of the conseq SEALED PROPOSALS will be received at the effice of the Board of Education, our. Grand and Elm-sts. (and newhere clee), until the 15th fay of May and Elm-sts. (such newhere clee), until the 15th fay of May bext, at 12 o'clock, m. for the COAL and WOOD required for bext, at 12 o'clock, m. for the city for the eneming Winter, the PUBLIC SCHOOLS of this city for the eneming Winter, (say 1,800 time of coal, and 1,800 cords o foak wood, and 300 cords of oak wood, and 300 cords of the ten wood of the best of 2,200 pounds to the tum, weighed by a person selected by the Committee, and delivered in the bins at the several school-houses.

which it is proposed to supply the coal, and the price for furnace size and stove size.

The wood to be of the best quality, and delivered properly aswed, split and piled in the school yards, as may be designate by the proper authority. The pine-wood to be best Virgini pine, not less than 3 feet 8 inches in length, and the oak wood

in the stand 3 feet long, and the sticks not less than 3 taches in diameter.

The proposals must state the price per cord of 123 cubic feet, solid measure, for pine and for oak, and also the price per cut for saving and splitting each load.

The wood will be inspected and measured by the Inspector of Puel of the Board of Education. Said coal and wood to be delivered at the schools where ordered, so follows: Two-thirds of the quantity of the wood from the 25th of May to the 25th of July to the two-thirds of the quantity of tool from the 25th of July to the lat of October, 1857; and the remainder as required by the Committee; two-thirds of the quantity of coal from the 25th of July to the lat of October, 1857; and the remainder as required by the Committee, and contract to be binding until the lat of May, 1858.

Security for the faithful performance of the contract will be required, and each proposal must be accompanied with the JOHN DAVENPORT, DANIEL SLOTE.

THOMAS BOESE.

TERRENCE FARLEY, Committee GEORGE WHITE.

Ocean Steamers, &c.

ROYAL MAIL STEAMSHIP AFRICA.-Con aignees are informed that the AFRICA will commence sarging on TUESDAY MORNING, the 5th inst. All 6 r which Permits are not received will be sent to the Bo Varehouse, Jersey City, and he subject to storage. E. CUNARD, No. 4 Bowling-green.

FOR LIVERPOOL.—The United States Mail A Steamship ERICSSON, Lowber, Commander, will depart with the United States Mails for Europe, positively on SATURDAY, May 9, at 12 o'clock m., from her berth at the foot of Canal-st.

For freight or passage, having unequaled accommodations, for elegance and comfort, apply to

er elegance and comfort, apply to EDWARD K. COLLINS, No. 56 Wall at. Passengers will please be on board at 11 o'clock a. m. All letters must pass through the Post-Office; any others will Novice.—The steamers of this line have water-tight com

NOTICE—The steamer will sail on the 28d May,
The steamship — will sail on the 6th June.
The steamship ATLANTIC, Capt. O. Eldridge, having been thoroughly overhanded, will sail on the 20th of June.

TOR BREMEN VIA SOUTHAMPTON.—The United States Mail steamship HERMANN, E. Higgins, Commander, will sail for BREMEN, touching at SOUTHAMPTON to land the mails and passengers for England and France, on SATURDAY, May 16, at 12 o'clock m., from Fier No. 37, PRICE OF PASSAGE FROM NEW-YORK TO SQUTHAMPTON OF

GREAT REDUCTION in FARE to EUROPE

CREAT REDUCTION in FARE to EUROPE

In the first claim, \$80; Second Cabin, \$50; Third Cabin, \$90—
In the first class paddle-whicel steamslips ARIEL, 2000 tans, and NOE/TH STAR, 2500 tans, to sail from Pier No. 3, North River, at noon precisely, as follows:

Leave New York for Southampton and Bremen.

NOETH STAR. Saturday, May 16.

ARIEL. Saturday, June 6.

WORTH STAR Saturday, June 6.

NOETH STAR Saturday, July 18.

NOETH STAR Saturday, July 18.

NOETH STAR Saturday, July 18.

NOETH STAR Saturday, May 16.

Saturday, August 22.

Leave Bremen for Leave Southampton
Southampton and New York for New York.

ARIEL Tuesday, May 12. Saturday, May 16.

NOETH STAR, Saturday, June 23. Saturday, June 77.

ARIEL Tuesday, June 23. Saturday, June 77.

ARIEL Saturday, July 25. Wednesday, July 29.

ARIEL Saturday, Aug. 8. Wednesday, Sept. 16.

Passengers for HAVRE will be sent on in a first class steamer connecting on arrival at Southsampton. Specie dailvered in London of Paris. For passage or freight apply to

D. TORRANCE, No. 5 Bowling Green, N. Y.

Letters for England and Europe, prepaid, 25 cents each half
steamer of postages at angus if from other cities, if the cities if t

Letters for England and Europe, prepaid, 25 cents each half cunice (by inclosures of postage stamps if from other cities), will be received at the office, No. 5 Bowling-green, New-York, up to 115 o'clock of the morning of sailing. THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships com-

Posing this line are:
The ATLANTIC, Capt. Oliver Eldridge.
The ATLANTIC, Capt. Joseph Comstock.
The ADRIATIC, Capt. James West.
These ships having been built by contract expressly for the Government service, every care has been taken in their construction, as also in their engines, to insure strength and speed; and their accommodations for passengers are unequaled for circumstant of their comfort.

since and comfort.

Frice of parage from New-York to Liverpool, in first-class shim, \$150; in second do., \$75. From Liverpool to New-York, 6 and 26 guineas.

An experienced surgeon attached to each ship.

No berths can be secured until paid for. The ships of this me have improved water-right bulkheads, and, to avoid danger rom ice, will not cross the Banks north of 43 degrees until atter halts of August.

from ice, will not cross the Dates of Sailing.
PROPOSED DATES OF SAILING.
PROP LIVES PROPOSED DATES OF SAILING.

FROM NEW YORK.

BATURDAY. May 8, 1887 (WEDNESDAY. April 29, 1887 (WEDNESDAY. May 27, 1837 (RATURDAY. May 28, 1857 (WEDNESDAY. May 27, 1837 (RATURDAY. June 6, 1857 (WEDNESDAY. June 10, 1835 (RATURDAY. June 20, 1837 (WEDNESDAY. June 24, 1837 (RATURDAY. July 4, 1837) (WEDNESDAY. July 2, 1837 (WEDNESDAY. July 2, 1837 (WEDNESDAY. July 22, 1837 (WEDNESDAY. MEDNESDAY. ME

BATURDAY....July 18, 1857 | WEDNESDAY...July 22, 1857 | For freight or passage apply to EDWARD K. COLLINS, No. 56 Wall-st., N. Y. BROWN, SHIPLEY & Co., Liverpool. STEPHEN KENNARD & Co., No. 27 Austin Friars, London. B. G. WAINWRIGHT & Co., Paris. B. G. WAINWRIGHT & Co., Paris. The owners of these ships will not be accountable for gold, silver, builton, specie, jewley, precious stones or metals, unless bills of lading are signed therefor, and the value thereof exerces the therein.

STEAM to SOUTHAMPTON and HAVRE. The magnificent steamahip VANDERBILT, 5,400 tuns, The magnificent steamahip VANDERBILIT, 5,480 kmm, will sail:

From NEW YORK for SOUTH From HAVRE and SOUTH Thesday May 5 Tuesday June 20 Wednesday. June 2 Saturday June 20 Wednesday. Aug. 11 Wednesday. Aug. 18 Friet cabin, according to location of state-room. \$100 to \$130.

Specie delivered in London and Paris.

For passage or freight, apply to D. TORRANCE, Agent, No. 5 Rowling-green, New-York.

Letters for England and Europe, prepaid, each 25 cents per cene-balf ounce, (by inclosure of postage stamps if from other cities) will be received at No. 5 Rowling-green, New-York, up to 114 o'clock of the morning of sailing.

THE LIVERPOOL AND NEW-YORK AND PHILADELPHIA STEAMSHIP COMPANY'S Clydebuilt from seriew steamships, CITY OF BALTIMORE. 2,360 tuns. Capt. W. Wylis CITY OF WASHINGTON. 2,360 tuns. Capt. W. Wylis CITY OF WASHINGTON. 1,340 tuns. Capt. P. C. Petris. KANGAROO. 1,574 tuns. Capt. Jeffrey. The undernoted or other vessels are intended to sail as follows:

Corlifeates of passage will be issued here to parties who are desirons of bringing out their friends, at corresponding rates. Drafts on Liverpool from £1 upward. These steamships are constructed with improved water-tight compartments, and each vessel carries an experienced surgeon, and every attention paid to the comfort and accommodation of processors.

All goods sent to the Agents will be forwarded with economy ad dispatch.
For twight or passage apply to
JOHN G. DALK, No. 13 Breadway, New-York, Agent, or
WM. INMAN, Nos. 1 and 13 Tower Suildings, Liverpool.

ONLY LINE with SURE CONNECTION. ONLY LINE with SURE CONNECTION.—
Transit file miles shorter than any other Reute, and no exposure to River Navigation.—UNITED STATES MAIL LINE.
Fifty pounds of beggage free; lo cents per pound on excess.
Four hours from occan to occan, by Panama Railread. Through
to CALIFORNIA via Panama Railread. The United States
Mail Steamship Company will dispatch for ASPINWALL on
TUENDAY, May S, at 2 o'clock p. m. precisely, from pier foot
of Warren-et. North River, the well-knewn and fast steamship
ULLINOIS, Captain Chas. S. Borgs, U. S. N. Passengers and Maile will be forwarded by Panama Railread, and connect at Panama with the Partific Mail Steamship Company's
magnificent steamship GOLDEN AGE, J. T. Wakkins,
Commander, which will be in readiness and leave immediately
for San Francisco.

The public are informed that the Pacific Mail Steamship Company siways have one or more extra steamers lying at Pauma, ready for sea, to avoid any possible detention of passeners or mails. For passage apply to I. W. RAYMOND, at the only Office of the Company, No. 177 West-st., corner of Warren et., N. Y. Regular United States Mail Steamer days, 5th and 20th of each mouth.

Steamboats and Railroads.

THE REGULAR MAIL LINE, via STONING-THE REGULAR MAIL LINE, via STONING-TON, for BOSTON and PROVII ENCE-Inland route-the shortest and most direct—carrying the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and C. VANDERBILT. Capt. W. H. Franct, in connection with the Stenington and Providence and Boston and Providence Railroads, leaving New-York daily, Sundays excepted, from Pier No. 2 North River, first wharf above Battery place, at 6 o'clock p. m., and Stonington at 8:39 p. m., or on the strival of the mail train which leaves Boston at 5:30 p. m.

The C. VANDERBILT, from New-York, Monday, Wednes-day and Friday. From Stonington, Tuesday, Thursday and Saturday.

day and Friday. From Stonington, Tuesday, Thursday and Saturday. The PLYMOUTH BOCK, from New-York, Tuesday, Thursday and Saturday. From Stonington, Monday, Wednesday, and Friday. Proseed from Stonington per Railroad to Providence and Boston, in the Express Mail Train, reaching said piace in advance of those by other routes, and in ample time for all the early morning lines connecting North and East. Passengers that prefer it remain on hoard the steamer, enjoy a night's rest undisturbed, breakfast if desired, and leave Stonington in the 7:15 a. m. train, connecting at Providence with the 11 a. m. train for Boston.

A baggage master accompanies the steamer and train through each way.

For passage, berths, state-rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2 North River, or at the office No. 10 Battery-place.

FOR BOSTON, via NORWICH and WOR-POR BOSTON, via NORWICH and WOR-CESTER—Daily at 5 p. m., from pies bost of Courtlandist., by the favorite steamer CONNECTICUT, Capt. Wm. Wilcox, on MONDAYS, WEDNESDAYS and FRIDAYS, and by the new and splendid steamer COMMONWEALTH. Capt. Williams, on TUESDAYS, THURSDAYS and ARTURDAYS, Allyn's Point; thence by new and handsomely-finised six tests, wherled cars for Worcester, Boston, Providence, Lawrence, Lowell, Nashua, Concord, White Mountains, and every other section of New-England. Staterooms can be engaged by applying on board, or to E. S. MARTIN, Agent, at his office, foot of Courtlandist.

FOOT OF COURTISARIES.

FOR BOSTON and PROVIDENCE via NEW
PORT and FALL RIVER.—The splendid and superior
resamer EMPIRE STATE. Capt. Brayton, leaves New-Tork
every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock
p. m.; and the BAY STATE. Capt. Jewett, leaves New-York
every MONDAY. WEDNESDAY and FRIDAY, at 4 o'clock
p. m.; from Pier No. 5 N. R., near the Battery; both touching
at Newport each way.
Hereafter no rooms will be regarded as secured to any applioant until the same shall have been paid for.
Freight to Bostos is forwarded through with great dispatch by
an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West-st.

A FTERNOON BOAT for NEWBURGH and

A POUGHKEEPSEL.—Fare 75 cents.—The steambost THOMAS POWELL, Capt. A. L. Anderson, will leave the Jay-st. Pier EVERY AFTERNOON at 40-clock, Sundays ex-cepted, commencing on Saturday, May 2, 1857. FALL RIVER LINE-FREIGHT NOTICE. The rates for freight between New York and Boston were REDUCED on 1st April to the Summer rates. For particulars, inquire on board, or at Freight Office, Pier No. 3 North River.

No. 3 North River.

CREAT AMERICAN ROUTE via MICHIGAN Milwalker, Kansas City, and all places West and South-west, via New-York and Eric, New-York Central, American Lake Shore, Great Western Railway, and Michigan Southern Railway, and Mortal and Adrian is 'ow open, and trains are r in commercing at Adrian with express trains to Chicago and the West. For further information apply at the Company's Office, No. 183 Broadway, or, of Dey-st.

JOHN F. PORTER, Agent.

GREAT CENTRAL ROUTE.

GREAT CENTRAL ROUTE.—
The Through Ticket and Freight Office of the
GREAT WESTERN RAILWAY,
MICHIGAN CENTRAL RAILROAD,
HILLANDIS CENTRAL RAILROAD,
CHICAGO, BURLINGTON AND QUINCY RAILROAD,
to Chicago, Milwaukee, Galena. Dubuque, Rock Island, Burlington, Quincy. St. Louis, Cairo, Kaness and Nebrasha, and
all other points West and South-west,
Via SUSTENSION BRIDGE or BUFFALO, is at
No. 173 BROADWAY, N. Y.,
Corner of Courtlandt-st. DARIUS CLARK, Agent.

HUDSON RIVER RAILROAD.-From April 13, 1857, trains will leave Chambers at Station as follows:
Express trains, 6 and 11:30 a. m. and 5 p. m. Albany Passeager train, 5:30 p. m.; for Sing, 8 ing 7 a. m. and 4 p. m.; for Poughkeepsie, 9:30 a. m. and 1 and 7 p. m.; for Peckskill, 5:30 p. m. The Poughkeepsie, Peckskill and Sing Sing trains stop at the way stations. Passengers taken at Chambers, Canal, Christopher and Thirty-first streets. Trains for New York leave Troy at 5:45 and 10:25 a. m. and 4:45 p. m. and Albany at 6 and 10:35 a. m. and 5 p. m. A. F. SMITH, Superintendent.

ONG ISLAND RAILROAD—Fall and Winter Leave Brooklyn for Greenport, 10 a. m. daily; for Taphank, 10 a. m. daily, and on Saturdays at 3:45 p. m.; for Farmingsdae, 10 a. m. daily; and on Saturdays at 3:45 p. m.; for Farmingsdae, 10 a. m. and 3:45 p. m.; for Syonest, at 10 a. m. and 3:45 p. m.; for Syonest, at 10 a. m. and 3:45 p. m.; for Humpstead, 10 a. m., 12 m., ad 3:45 and 5:30 p. m.; for Jamaics, 10 a. m., 12 m., 3:45, 5, and 6:30 p. m.

NEW-YORK AND ERIE RAILROAD.-On and after Monday, April 6, 1267, and until further notice, enger Trains will leave Pier foot of Duane st., as follows,

viz.:

DUNKIRK EXPRESS, at 6:30 a. m., for Dunkirk.

RUFFALO EXPRESS, at 6:30 a. m., for Buffalo.

MAIL, at 7:30 a. m., for Dunkirk and Buffalo and intermediate stations. Passengers by this train will remain over night at Elmira, and proceed next morning.

ROCKLAND PASSENGER, at 3p. m., via Piermont for Suffern's and intermediate stations. Buffern's and intermediate stations.
WAY PASSENGER, at 4 p. m., for Newburgh, Middletown EMIGRANT, at 5 p. m., for Dunkirk and Buffalo and inter

EMIGRANT, at 5 p. m., for Dunktrk and Buffalo and intermediate stations.

THE ABOVE TRAINS RUN DAILY, (SUNDAYS THE ABOVE TRAINS RUN DAILY, (SUNDAYS NIGHT EXPRESS, at 4:30 p. m., for Dunktrk, every day, (except that the train on Saturday runs to Homelieville—theace to Buffalo).

NIGHT EXPRESS, at 4:30 p. m., for Buffalo every day, These Express Trains connect at Elmira with the Elmira, Canandaigas and Niagara Falls Railroad, for Niagara Falls; at Binghamton with the Syracuse and Binghamton Railroad, for Syracuse; at Coruing with Buffalo, Corning, and New-York Railroad, for Rochester; at Great Bend with Delaware, Lackawanna and Western Railroad for Sfrauton; at Hornafiaville with the Buffalo and New-York City Railroad, for Buffalo; at Buffalo and Dunktir with the Lake Shore Railroad for Cleveland, Cincsinatti, Toledo, Detroit, Chicago, &c.

SYRACUSE and SOUTHERN RAILROAD— and Eric Railroad.

On and after MONDAY, Oct. 20, and until further notice, On and after MONDAY, Oct. 20, and until further notice, On and after MONDAY, Oct. 20, and until further notice, Passenger Trains will run as follows, Sandays excepted: Leave New York from pier foot of Duanes: at 6:30 a. m., via Buffalo. Express—connecting at Binghamton with Express—Train for Syracuse.

At 4:30 p. m. via Night Express—connecting at Binghamton with Express Train for Syracuse and Oswego.

Through Tickets may be procured at the Ticket Office of the New York and Eric Reliroad.

W. B. GILBERT, Sup't.

CENTRAL RAILROAD of NEW-JERSEY .-CENTRAL RAILROAD of NEW-JERSEY.—
Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad to Scranton, Great Bend, the
North and West, and at Easton with the Lehigh Valley Railroad
to Mauch Chunk.
WINTER ARRANGEMENT—Commencing Jan. 1, 1857.—
Leave New-York for Easton and intermediate places from Pier
No. 2 North River, at 7:30 a.m. and 3:10 p. m.; for Somerville
at 7:30 and 11 a.m. and 3:10 and 4:30 p. m.
The above trains connect at Elizabeth with trains on the
New-Jersey Railroad, which have New-York from the foot of
Contriandt-st. at 7:30 and 11 a.m. and 3:20 and 4 p. m.
JOHN O. STERNS, Sup't.

GREAT AMERICAN ROUTE.-MICHIGAN SOUTHERN RAILROAD to CHICAGO, St. Louis, Rock and St. Paul, Milwaukee, and all places West and South at, via New-York and Eric, New-York Central and American can Lake Shore Railroads, to Toledo, forming the shortest, quickest and pleasantest route to the Great West. For through tickets and rates of freight apply at the Company's Office, No. 183 Broadway, corner of Dey-st., New-York.

JOHN F. PORTER, Agent.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER -- The ROCHESTER and GENESEE VALLEY RAILROAD is now open, and in con-nection with the Buffalo, Corning and New York, and New York and Eric Rullroads, forms a direct route from New York

Rechester.

Rechester.

The directness of this route, together with the superior comret afforded by the wide care, renders it by far the most desirabetween the above-named cities.

Tickets can be procured at the New-York and Eric Railroad
chet Office, foot of Duane-st., and No. 193 Broadway; also in

Ticket Office, foot of Dunce 1, Jerrey City.

Baggage checked through.

Fruints will be transported between New York and Rochsster with dispatch. Any information desired in regard therein can be obtained by calling on the General Freight Agent of the New York and Eric Railroad, Eric Buildings; or C. S. TAPPAN, Express Freight Agent, No. 126 Broadway.

No trains on the Buffale, Corning and New York Railroad on Sunday.

J. A. REDFIELD, Superintendent.

PENNSYLVANIA RAILROAD.

PENNSYLVANIA RAILROAD.—
THE GREAT CENTRAL PENNSYLVANIA RAILROAD ROUTE.
FROM NEW-YORK TO CHICAGO IN 36 HOURS.
FROM NEW-YORK TO CHICAGO IN 36 HOURS.
FROM NEW-YORK TO ST. LOUIS IN 48 HOURS.
The Shortest, Best, and consequently the Cheapest Route from New-York To 31 points in the West.
The Pennsylvania Railroad connects at Pitteburgh with reflroads to and from St. Louis, Mo. Alton, Galena and Chicago, III.; Frankfort, Lexington and Louisville, Kar., Terre Haute, Madison, Litycree and Indistanpolis, Ind.; Chelmati, Dayton, Springfe id., Bellies and Indistanpolis, Ind.; Chelmati, Dayton, Springfe id., Bellie Massillon and Woogter, Ohio; also, with the steam packet boats from and to New-Orieana, St. Louis, Louisville and Chichmatil.
Through Tickets can be had at any of the above-mentioned

Louisville and Cincinnsti.

Through Tickets can be had at any of the above-mentioned places in the West. (See handbils in the hotels of this city.)

Passengers will find this the shortest, most expeditious and comfortable routh between the East and West.

Through Tickets, or further information, may be had at the office of the PENNSYLVANIA RAILROAD, No. 2 ASTOR HOUSE, BROADWAY,

J. L. ELLIOTT, Agent Pennsylvania Railroad Co.

New York, May 1, 1857.

NEW-JERSEY RAILROAD-For PHILA-IEW-JERSEY KAILKOAD—For FRILLA-DELPHIA and the SOUTH and WEST, via JERSEY TY.—Mail and Express Linest Leave New York 8 and 11 m. sind 4 and 6 p. m., fare, 43, 12 m., 52 25, stopping at all y stations. 11 and 4 so to Kensington. Through Tickets d for Concinnati (617 and 618 50) and the West, and for themore, Washington, Norfolk, A.c., and through baggage sold for the Washington, Nortola, and 6 p. m. checked to Washington in 8 a. m. sud 6 p. m. checked to Washington in 8 a. m. sud 6 p. m. checked to Washington in 8 a. m. sud 6 p. m. checked to Washington in 8 a. m. with a substant Sup't. No Bargage will be received for any train unless deli-and checked 15 minutes in advance of the time of leaving.

NEW-YORK and ERIE RAILROAD COM-FAN'S EXPRESS—GENERAL OFFICE, No. 175 Broad-way, N. Y.—The New York and Eric Railroad Company are new prepared to do a regular Express bosiness. HOMER RAMSDELL, President. Chas. A. De Witt, Sop'i Express. DENNSYLVANIA RAILROAD-The GREAT

DENNSYLVANIA RAILROAD—The GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western. North-western and South-western States, by a connected to the Stamers to all ports in the Western Rivers, and at Cleveland and Sanducky with dealers to all parts on the North-western Lakes; making the most direct, cleapest and reliable route by which FREIGHT can be forwarded to and from the Great West.

RATES BETWEEN PHILADELPHIA and PITTSBURGH:
FIRST CLESS—Books. Shoes. Hats and Case.)—:

RATES BETWEEN PHILADELPHIA and PITTSBURGH:
First Class.—Boots, Shoes, Hais and Caps,
Books, Dry Goods (in boxes, baies and trunks),
Drugs (in boxes and bales), Feethers, Furs, &c.
Second Class.—Domestic Sheeting, Shirting and
Ticking (in original baies), Drugs (in casks), Hardware, Leather (in rolls or boxes), Wool and Sheep
Polits, Eastward, &c.
Third Class.—Anvils, Steel, Chains (in easks),
Hemp, Becon and Pork, Salted (loose or in sacks),
Tobacco, manufactured, except Cigars or cut, &c.
POURTH &LASS.—Coffee, Fish, Bacon, Beef and
Pork (in easks or boxes, Eastward), Lard and
Lard Oil, Nails, Soda Ash, German Clay, Tar,
Pitch, Rosin, &c.
PLOTE—\$1 \$\frac{1}{2}\$ ble, not seeding 500 fb. weight, antil further
notice.
Cotton—\$2 \$\frac{1}{2}\$ ble, not cast of Philadelphia he asset.

COTTON—\$2.4° bale, not exceeding 500 B weight, until further notice.
In shipping Goods from any point east of Philadelphia be particular to mark the package "Via Penneyivania Raifrond." All Goods condigned to the Agents of this Road at Philadelphia or Phitsburgh will be forwarded without detention.

PREIGHT AGENTS—Harris, Wormley & Co., Memphia, Tann.; B. F. Sase & Co., St. Louis; J. S. Micheell & Son. Evanavilla, Ind.; Dumssnill, Bell & Co., and Carfer & Jewett, Louisville, Ky.; B. C. Meldrum, Madleon Ind.; Sprigman & Brown, and Irwin & Co., Cincipnati; N. W. Graham & Co., Zanevilla, Ohio; Leech & Co., No. 54 Kilby-st., Bouton; Leech & Co., No. 54 Kilby-st., Bouton; Leech & Co., Forciscus, Phitsburgh.

H. J. LOMBAERT, Superintendent, Altoona, Pa. May 1, 1857.

LAND ROUTE-NEW-YORK TO PROVI-DENCE, &c.—On and after April 1, EXPRESS TRAIN
of the Providence, Hartford and Pishkill Railroad will leave
Hartford on the arrival there of the Express Train of the NewYork and New-Haven, and New-Haven, Hartford and Springfield Railroads, which leave New-York at 5 a. m.
SAMUEL NOTT, Superintendent

RETIRED PHYSICIAN, whose sands of life A RETIRED PHYSICIAN, whose sands of life have nearly run out, discovered, while in the East Indies, a certain cure for Consumption, Asthma, Bronchitts, Couchs, Colds, and General Debility. The remedy was discovered by him when his only child, a daughter, was given up to the Wishing to do as much good as possible, he will send to such of his affilieted fellow-beings as request it, this reselpe, with full and explicit directions for making it up and successfully using it. He requires each applicant to inclose him one shilling—three cents to be returned as postage on the recipe, and the remainder to be applied to the payment of this advertisement. Address Dr. H. JAMES, No. 19 Grand-st., Jersey City, N. J.

CANCERS REMOVED WITHOUT SURGI-CAL OPERATION or INJURY to the PATIENT'S HEALTH-A simple and safe remedy, warranted to cure. No charge for consultation. Call or address J. H. BARRINGER, No. 170 Broadway, Room No. 25, New York.

PLANNETT'S BITTERS.—This old and cele-brated Tonic for the cure of Dyspepsia, Flatulency, Head-sche, Sea-Sickness, and all Nervous affections, can be had at No. 214 Pearl-st., near Maiden-lane. SANDS' SARSAPARILLA—The original

SANDS SARSAPARILLA—The original and general tonic for the system, it stands unrivaled; acting simultaneously upon the atomach, bowels, kidneys, liver, and the circulation, it determines and carries off the products of unhealthy secretions, and gently stimulates while it disinfects and expels from the atomach and bowels all that is irritating until they are cleaned and restored to a sound and healthy condition. Prepared and sold by Draggists, No. 100 Falton-st., New York.

Water Enre.

DR. O. W. MAY will again open HIGHLAND of MAY, when he will be happy to meet his old friends, or new, and relieve the sick and afflicted.

DR. E. J. LOWENTHAL'S WATER CURE Bergen Hights, Hudson County, New-Jersey, 15 m from either the Hoboken or Jersey City Ferry.

Legal Notices.

IN PURSUANCE of an order of the Surrogte of the County of New-York, notice is hereby given to all persons having claims against JOHN BLACK, late of the City of New-York, confectioner, deceased, to present the same, with youchers thereof, to the subscribers, at the house of John B. Black, No. 149 Hammondest, in the City of New-York, or or before the sixth day of August neat.—Dated New-York, the 24 day of February, 1507.

JOHN B. BLACK, Administrator, E. D. BLACK, Administrator.

IN PURSUANCE of an order of the Surrogate N PURSUANCE of an order of the Surrogate of the County of New York, Notice is hereby given to all persons having claims against ANDREAS TEYN, late of the City of New York, grocer, decrased, to present the same, with youchers thereof, to the subscriber, at the store of E. k. A. SCHABBEHAR, No. 223 Hudson-st., in the City of New York on or before the twenty-sixth day of September next—Dated New York, the 23d day of March, 1857.

MATHIAS HOPKE.

CARL E. SCHABBEHAR.

ERNEST A. SCHABBEHAR.

Executors.

N. Y. SUPREME COURT.—JOHN H. SUY-defendant.—John H. SUY-defendant.—John mone for meany demand on contract (Comnot served).—To the defendant: You are hereby summered and required to answer the commismit in this setting.—This is the setting. scribers, at their office, No. 5: Wall street, in the City of New York, within twenty days after the service of this summons on you, exclaime of the day of such service; and if you full to newer the said complains within the time storessid, the plaintiffs in this action will take judgment against you for the sum of Four Hundred and Forty dollars and fifteen cents, with interest from the Edd day of September, one thousand eight hundred and fifty-six, besides the costs of this action.—Dated May 2, 1857, MONELL & WILLARD, Plaintiffs' Attorneys.

SUPREME COURT-COUNTY of KINGS. SUPREME COURT—COUNTY of KINGS.—
HORACE HOLDEN, Excenter of the Last Will and Tetament of Nathaniel W. Sanford, deceased, against EMILY S. GRISWOLD, Administrativa, and WILLIAM W. SKAATS, Administrator, Ac., of Zachariah Griswold, deceased, Charles Griswold, Elizabeth J. Griswold Lendly S. Griswold, Julis G. Homer, Frederic G. Heron, William W. Skaats, Moses G. Noyes and Schuyler Skaats—Summons for Relief—(Connot served.)—To each of the Defendants above named: You are bereby summoned and required to answer the complaint in this action, with will be filled in the office of the Clerk of the County of Kings, at the City Hall in the City of Brocklya, and to serve a copy of your answer to the said complaint on the subscribers at their office, No. 150 Nassau-st., in this city, within twenty days after the service of the said complaint on the subscribers at their office, No. 150 Nassau-st., in this city, within twenty days after the service of this sammon on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, March II, 1867.

THAYER & ARNOUX, Plaintiff's Attorneys, 160 Nassau-st.
The complaint in this action was field on the 18th March, 1877.
TSI 18vew To THAYER & ARNOUX, Plaintiff's Attorneys.

The companit in this serion was not on use of a latter, and its like with a Hatyer & Arnoux, Plaintiff's Attorneys.

SUPREME COURT-Kings County—(Suit No. I)

JAMES WILCOMB against ANN ELIZA WHITING,
WINSLOW L. WHITING, John C. Bunting, Fransis H.
Uston, Simeon E. Church, Mrs. Sophia B. Church his wife,
Edward Bishop, BENJAMIN BENNETT, George J. Soney,
Over Varet, Edmund M. Young, Jackson S. Schultz, John P.
McCoy, William A. Sears, Edward Godfrey, Abraham W. Godfrey, Joseph Godfrey-Summons for Relief. (Com. not. est.)—
To each of said Defendants: Ton are hereby summoned and required to answer the complaint in this action, which will be
filed in the office of the Clerk of the County of Kings, at the
City Hall, in the City of Broeklyn, and to serve a copy of your
answer to the said complaint on the subscribers, at sheir office, No. 66 Wallest, in the City of New-York, within twenty
days after the service of this summons on you, sachusive of the
day of such service; and if you fail to answer the said complaint within the time aforesaid, the Plaintiff in this action will
apply to the Court for the relief demanded in the complaint.—
Dated March 7, 1857.

apply to the Court for the relief demanded in the complaint.—
Dated March 7, 1857.

JENNESS & WATSON, Plaintiff's Attorneys.

The complaint in this action was filed in the office of the Cierk of the County of Kings, on the 7th day of March, 1857.

JENNESS & WATSON, Plaintiff's Attorneys.

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SUPREME COURT—Kings County—(Suit No. 2)—JAMES WILCOMB against ANN ÉLIZA WHIT-ING, WINSLOW L. WHITING, Simeon E. Church, Mrs. Sophis B. Church his wife, John C. Boutins, Francis H. Upton, Leward Bishop, BENJAMIN BENNETT, George J. Sensy, Orear Varet, Edmund M. Young, Jackson S. Schultz, John F. McCoy, Wm. A. Sears, Edward Godfrey, Abraham W. Godfrey, and Joseph Godfrey,—Summens for Relief. (Com. not set)—To each of said defendants: You are hereby summoned and required to answer the complaint in this faction, which will be filed in the office of the Click of the County of Kings, at the City Hall in the City of Brooklyn, and to serve a copy of your

to the Court for the relief demanded in the complaint.—Dated March 7, 1857.

JENNESS & WATSON, Plaintiff's Attorneys.

The complaint in this action was filed in the office of the Clerk of the County of Kings, on the 7th day of March, 1857.

JENNESS & WATSON, Plaintiff's Attorneys.

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CUPREME COURT—COUNTY of CATTA—

RAUGUS—TOWNSEND BAGLEY ast ROMEYN

MEADE—Summons for money. To Defendant: You are hereby summented to answer the complaint of TOWNSEND BAGLEY, plaintiff, a copy of which was filed in the Clerk's office of Cattarangos County, on the 2d day of April, 1857, and to serve a copy of your answer on the subscribers, at Ellicottville, Cattarangus County, N. Y., within twenty days after the service of this summons, exclusive of the day of service; and if you fail to answer said complaint as hereby required, the plaintiff will take judgment aramet you for seventeen boundred and eleven deliars and forty-six cents, with interest from March 12, 1867, at 5 per cent per month, beside costs.

ANGEL & MELOY, Plaintiff's Attorneys.

N PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given by precess having claims squanet HUGH EARLY late of the Cof New York, contractor, deceased, to present the same concerns thereof to the subscriber, at the office of F. Cal. No. 11 Wall st., in the City of New York, on or before the 2 No. 11 Wall st., in the City of New York, on or before the my of August Beat. — Deted New York, the Fidday of February of Margarer Early, Executor, 124 lawere Tu DANIEL KENNEDY, Executor,

IN PURSUANCE of an order of the Surrogate of the County of New-York notice is hereby given to all presents having claims against WILLIAM REW, iste of the city of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 22 Hadson et, in the City of New-York, on or before the fifteenth day of July ext - Dated New York, the twelfth day of January, [23]

New-York Daily Tribune

THE UNITED STATES PATENT OFFICE.

The Patent Office at Washington occupies a whole square, three sides of which are formed by the main building and the two wings, the fourth side being open. At the present time one of the wings is not entirely completed, and part of the rest is used for the office of the Secretary of the Interior, and for a very interesting museum which has no sort of relation to patents. This museum will soon be removed to the Smithsonian, and the room used by the other offices will, at ne distant time, be needed for the increasing number of models. Every application for a patent has to be accompanied by a working model less than a cubic foot in size, and in every case the model remaining at the office, so that there are two classes of models those of patented and those of rejected inventions. For those of the first-class, a fine room, two stories high, running the whole length of the eastern wing, has been appro priated. The models are placed in large show cases in such a manner as to be easily seen; those referring to the same object are side by side, and there are constantly in the room several officers ready to open the cases to persons desirous of closer examination. Great care is taken that no model be injured by unskillful handling, while, at the same time, every reasonable facility for research is courteously afforded. The arrangements of this room or museum are in all things unexceptionable, and it is by far the first of its kind in the world, and of all museums it certainly is the most interesting, and of the greatest benefit to the human

The fate of the rejected models is very different; they are condemned to the cellars of the building where they form a museum also, but their arrangement is such that a visitor would suppose them to have been tossed there by a centrifugal thrashing machine. Some are huddled on shelves, others jammed into ten foot boxes, hundreds are strewed over the floors of the passages and on the stairs, where they are daily trainpled upon; there is certainly little respect paid these unfortunate candidates. It would be, however, a great mistake to conclude from this unceremonious treatment that they are of no value, far from it; if carefully arranged they would form a collection even more interesting and useful than the first, for among the patented models are many of crude, though original devices, while on the other hand, among the rejected are many complete, well finished machines, which, although rejected for want of novelty in the main object, are still far superior in details and proportions to many of the accepted. There also would be found thousands of absurd attempts at impossibilities, which would serve to dissuade from the same or similar experiments others hopelessly pursuing the same idea. To understand fully the importance of the collection in this respect, it is necessary to know that nearly one half of the inventions hatched every year have al-

ready more than once been condemned to the cellars. As soon as a patent is granted the specification is copied on a large folio, and the name of the inventor is entered on the index; the folios are bound uniformly dated on the back, and kept in a room open to the public. In the room adjoining are the drawings, classified in large portfolios, according to their subjects, so that when a person wishes to know what has been patented in any particular branch, the first step is to obtain the drawings on the subject, then from their dates find the corresponding specifications. When he has made a list of the patentee's names, he will inquire for the models in the model rooms. If the number and the names of the models correspond to the number and the names of the drawings, he may be tolerably oure of having seen all he required. The specifications themselves are kept in another room, to which the general public have no access. By one of the rules of the Patent-Office, persons may imspect the drawings and specifications, and even write a memo-randa on the subject, but are forbidden making any copies, as the office claims the privilege of furnishing them, charging so much for the drawings and so much

a line for specifications. This regulation is mean, unrepublican, and, for a paltry return, tends to defeat the object for which the Patent-Office is intended. It is said that this rule i common to all patent-offices in the world, but this is only apparently the case. In foreign countries the rule is intended for the protection of specifications and drawings, and all facilities consistent with that object

In France the drawings are not handled by the publie; they are presented to inquirers in a glass frame with a padlock to it. American patentees will certainly petition for the same protection at Washington when they learn from these lines the case with which a rival patentee, under pretense of examining a draw-

ing, may deface or even abstract it.

In England every patent is published, drawing and description, in a pamphlet form, which may be pur-chased at a price from sixpence up, according to size; these pamphlets are bound in volumes, and form a col-lection which is found in public libraries all over the world, and from which the poorest inventor may take the necessary copies. There is reason to hope that the same arrangement will be adopted ere long in the United States, several steps having already been taken in that direction. Formerly the Annual Report of the Commissioner was a dry account book. In that of 1849 the claims of the year were published; in that of 1853 imperfect drawings corresponding to each claim, printed from the wooden plates originally used in the Patent journal of Meesrs. Page & Greenough, were added. Since that time the plates have been expressly made for the purpose by Mr. Gritzner, and they are improved in finish every succeeding year. The value of the Report has increased accordingly, and while formerly it only lined the shelves of street book-stalls, where it could be bought for a few centa, in its improved state it readily commands as many dol-lers. Since Judge Mason was appointed Commissioner, a copy has been sent to every pateutee of the year. The hall immediately under the model gallery divided into rooms which are the examiners' offices. Each examiner has charge of a class of invention. When the inventions of any class are numerous the examiner has an assistant, or the class itself is subdivided. It is generally supposed that these officers are professional men whose education and eccupations qualify them for the important functions they are called to discharge, but nothing is further from the truth; they are men of all trades and nothing but the prominent American faculty of adaptation enable them to fullfil their duties. The natural consequence is a want of uniformity in the decisions of different examiners as well as in the decisions of the same.

At first entirely ignorant, by degrees the examiner acquires experience and information, but, and it should not be lost sight of, at the expense of the public and often to the serious detriment of the patentees. It would still be a mistake to admit as a rule that the orger a man has been an examiner the better he is qualified; the duties of the office are very trying, and only an equal and good temper can withstand the many annoyances, so that it would be almost unkind to secuse the elder hands of sourness and tyranny in their discharge. In fact the power given to examiners of granting or refusing a patent, is as great if not greater than that of a judge; a wrong decision on their part may deprive a man of fame and fortune to

which he is justly entitled, or may cause great injury to the community by granting an unjust monopoly Yet examiners are appointed with far less ceren than is required to obtain a commission of Cadot to

West Point, and no test of ability required. The present plan of examination is intrinsically de-fecient for the fulfillment of the law as regards inven-tions made in the countries where the English language is not spoken. In section 7, act of 1836, it is exacted that a petitioner is entitled to a patent if on examination it "shall not appear to the commissioner that the same had been invented or discovered by any other person in this country, prior to the alleged invention "or discovery thereof by the applicant, or that it has been patented or described in any printed publication in this or any foreign country."

The library of the Patent-Office should in conse quence be well furnished with French and German patent reports and scientific and industrial books and publications. There should also be officers, well ac quainted not only with these languages, but with the technical terms of each, to furnish the examiners with references. As it is, a patent might be obtained for a German invention twenty years old, either from the examiner's want of knowledge of German, or because the few German books in the library do not mention it and the same day the application of another for an original invention be rejected, because the examiner with but a smattering of French, has found some theoretical allusion to the same subject. These cases are not mere hypotheses. A similar deficiency exists in the want of a proper interpretation of the patent law. It not unfrequently happens that applications rejected by the examiner on points of law, when carried before the Commissioner on appeal are accepted, and the decision of the examiner reversed. There should be in the Patent-Office an able lawyer to whom such cases might be referred-appeal to the Commissioner being a remedy that few applicants can use, since few are able to have recourse to it without the assistance of a costly adviser. These deficiencies may be ascribed to the organization of the office, for it would be appreasonable to expect from the same men the legal depth of a Judge, the learning of a savant, the acumen of a lawyer, united with the accomplishments of the professed linguist.

We here subjoin a list of the Chief Examiners and

We here subjoin a list of the Chief Examiners and
of the class or classes in charge of each:
Mr. Baldwin. Sewing Machines, fibrous and textile.
Mr. Everett. Steam Engines and Navigation.
Mr. Gale. Chemical Processes.
Mr. Sheffer. Railroads.
Mr. Henry. Lumber, and Tools for.
Mr. Foreman. Metallurgy.
Mr. Little. Calorifies.
Mr. Dodge. Harvesters.
Mr. Lawrence. Agricultural Implements.
Mr. Fale. Misrellancous.
Mr. Lam. Mathematical Instruments.
Mr. Herbert. Fire Arms, Civil Engineering.
Little and Examiner for

It is worth remarking that there is one examiner for reapers and mowers; that kind of machine has become of late so important as to require this arrangement, which will soon be necessary also for sew machines. Up to the present day, two hundred patents have been granted for improvements in sewing machines. The two hundred models cover whole shelves in the model room, and it would take no less than six months for a man accustomed to drawings and machines to become entirely familiar with them all. There is a great difference in the quantity of work that devolves upon each examiner; there are no doubt differences as great in their abilities to expedite business-the result of which is, that while in some classes of inventions a case is decided upon in less than a week, in others the applicant may be compelled to wait ten or eleven months for a first examination. Connected with the Patent-Office, are two classes of patent agents-those who are respectable and those who are not. The respectable agents have this notion in common, that the higher their charges the higher their respectability. Some of them will not touch a case which would bring less than \$500, and the others wish most ardently for the day when they can afford the same luxury. The disreputable agents hunt for applicants at the depots and other public places; they are of the family of the New-York mock auctioneers and Tombs above and Commissionee Mason has very properly treated them to a hand-bill There are respectable agents, who which reads: " may be found at their offices. Beware of the others."

LETTER FROM DR. C. T. JACKSON, ON THE NATIONAL HOTEL SICKNESS

Sir: I am surprised to see paragraphs going the rounds of the newspapers, in which the peculiar disorder which affected the immates of the Nationa Hetel at Washington, is attributed to an alleged ad mixture of arsenic, or some other poison, with the food or water used in that hotel.

or water used in that hotel.

An intelligent Medical Committee made due inquiry into the origin of the disease, at the time it occurred, and gave, as the result of their investigations, the opinion that it was caused by gaseous emanations from the common sewer, which had a free opening into the cellar of that hotel, while the gases were pre-

into the cellar of that hotel, while the gases were prevented from escaping into the avenues and streets by air-tight stoppers or traps. This opinion all the facts in the case fully corroborate, and it will undoubtedly be sustained by a legal investigation, which I understand is to take place at Washington.

It is very easy to prove that the disorder in question did not originate from any poison contained in the food or water of the hotel, for it has been shown that persons who did not eat or drink in the hotel were as severely affected as those who did eat and drink there.

verely affected as those who did eat and drink there.

One such case came under my special and daily observation, during my stay at Washiagton, in the month of March last. It was that of a legal gentleman, who was employed in taking depositions on the subject of the National Hotel disease, who spent but six hours in the National Hotel, and who had occasion to examine the cellar and drains of the house. He perceived a very disagreeable odor in the room in which he was writing, and found it came from an old register which opened into the cellar. He went down into the cellar, and found the odor much stronger, and on arriving at the opening of the drain the blast of foul sir was so strong as to extinguish the lamp he held in his hand;

the opening of the drain the blast of foul air was so strong as to extinguish the lamp he held in his hand; and the smell that arose from the drain was very offensive, and almost intolerable.

This gentleman did not eat or drink anything in that hotel, and yet he was attacked with the same disorder as others who had been inmates of the hotel, and he suffered more than three weeks from it, and was not quite cured when I left Washington.

This one well-ascertained case is sufficient to prove that the disorder was not produced by poison mixed

that the disorder was not produced by poison mixed with food or drink. I heard of several others of the same nature, but am not perfectly cognizant of the

facts.

From what I was able to learn, I am perfectly convinced that the disorder at the National Hotel arose wholly from gaseous emanations from the drains connected with the common sewers, and it is highly probable that the very warm days of February last contributed to the production of this poisonous missma.

No chemical or reliable medical evidence has yet been adduced to prove that any one of the persona been adduced to prove that any one of the per who were sick with this disease had taken any per who were sick with this disease had taken any poisons of any kind into their stomachs. It is proper, it appears to me, to correct a public misapprehension on this subject, and at once to discharge from our minds the unfounded suspicion that any individual had attempted so gross and horrible a crime as the poisoning of the whole company of a crowded hotel. C. T. J. ACCIDENT ON THE CHICAGO AND ALTON RAILROAD.

Accident on the Chicago and Alton Ratlegan.

On Monday forenoon, 27th inst., the Chicago train to St. Louis ran over a cow near Girard Station, below Springfield, which threw it from the track, demolishing the locomotive, smashing the tender, crushing up the baggage and express cars, killing the fireman and wounding a brakeman. The train was running at a speed of 25 miles per hour, on a clear track, when a cow, by the side of the road, as the train approached close to her, sprang suddenly upon the track, and set out on a run ahead of it. In an instant the engine overtook her, but the cow-catcher failed to do its duty, and the beast rolled under, the locomotive bounded off the rails, and hurled headlong into the ditch, bottom side up, ends reversed. The tender also pitched into the ditch bottom side up. The baggage car was fung at right angles with the track, and the emigrant car was capsized into the slough; the first car was fiung at right angles with the track, and the emigrant car was capsized into the slough; the first passenger car was thrown into the ditch, on its side, the rear car alone remaining on the track. The engineer was taken out alive from under a cord of wood that had burisd him. The fireman was found mangled into a strange to say, he was found not much hart, when it was supposed that he was mashed to death. The emigrants were pitched headlong into one pile, but none of them were seriously hurt, not withstanding that a rail, torn from its fastening, thrust itself a long distance rail, torn from its fastening, thrust itself a long distance through the bottom of the car. The whole scene resembled the work of an earthquake. [Chicago Trib.]

MARINE AFFAIRS.

THE BARK EMILY LOST IN A TORNADO. Letters from Montevideo, under date of February 18, tate that the bark Emily, of and from Baltimore, Capt. Eitchburger, with a cargo of flour, bound to that pert, became a perfect wreck under the following unprecedented circumstances: On the morning of the 22d it., having made the Mountevideo light to bear N. W., about four miles distant, at 2 o'clock the master determined to anchor until daylight, for which purpose all sail was taken in, with the exception of the foresail hauled up and the two topsails clewed down upon the cap; and when in the act of letting go the ancher the vessel was struck by a furious squall or tornado, which upset and sunk her in five fathoms of water, leaving a small portion of the stern on the surface of the water, which the captain and crew chung by until daylight. A boy named Ransen of Baltimore went down with the vessel and was drowned; the survivors safely landed

in a wretched condition. BARK R. H. DOUGLAS IN DISTRESS. The same letters report as follows: The barks P. H. Douglas, of New-York, Capt. Parker, sailed fon Malaga on or about the 28th November, with a cargo of wine, &c., for San Francisco, and on the 3d inst., being in the lat. of 41° 40' R., lon. 54°, finding it required both pumps to keep her free from water, he bore away for this port, where she arrived on the 13th inst. The vessel has been condemned.

RECOVERY OF CAPT. CORNING'S BODY.

A late Liverpool paper states that " the body of Captain Asa A. Corning, formerly of the American ship Confederation, was picked up on Friday, floating of the Rock Light, Liverpool. The deceased had been missing since January last when his ship was wrecked in the Channel. All the crew were saved; but he, one of the mates, and a boy remained by the vessel and went down with her. At the inquest on Saturday a verdict of found drowned was returned." The Confederation, it will be recollected, was bound from Philadelphia to Liverpool, and was wrecked at the mouth of the Mersey, in one of those violent gales which swept over the English coast in the early part of January last. After sending his wife and the greater part of his crew up to Liverpool in a steamtug. Captain C., with his mate and a boy, remained by the ship to save what property they could; but, the gale increasing during the night, the vessel went to pieces, and the three perished. He was a worthy officer, and his mate and boy must have resumbled the Captain in those characteristics which go to make up noble men.

noble men.

MURDER OF CAFTAIN PENDLETON.

A letter from a mercantile house in Cardenas, dated 21st ult., states that Captain Charles Pendleton of the bark Gen-Jones of this city was cut off in the prime of life by the hand of the assassin. His vessel had struck on the Bahama banks, and required shore hands to assist in pumping. Three or four, who had been fully paid for their labor, demanded from Capt. F. more money, which he refused to pay. They dogged him for two days, and on the evening of the lith, as he was guing on board with two other captains, he was attacked by these men and their friends, six in all, who were hidden behind some shooks on the wharf. After beating him with a piece of lumber in the most brutal manner, they ran away. Capt. P. was left senselies, with severe wounds on his head near the temples. After being some days at a hotel on shore, he recemed to be recovering; but contrary to the advice of his friends, we atom board his vessel, He came achore soon after with lock jaw, lingered one day, and died on the 20th. He belonged to Searport, where his remains will be aent. Capt. P. is spoken of as one of the most gentlemanly and best educated men of his class.

[Boston Advertiser.

SHIP ASHORE.

The ship Star of Empire of Boston, Capt. Thayer, 78 days from Callao, with guano, bound to Hampton Roads for orders, went ashore on Taursday morning at 3 o'clook near James Baum's, twenty-five miles below Currituck Iniet. She struck on the outer reef at high water, and it was necessary to take out a part of the cargo, as she commenced leaking, and had lost false kecl. An effort was made yesterday to get a steamer to go down to tow her into port, but without success. The ship is large, new, and deeply loaded; and Capt. Thiest, a wreck-master, is using proper efforts to get her off.

[Norfolk Argue,

QUARANTINE GROUND.

The Board of Health have lately been on a tour of inspection of our harbor, with a view of fixing upon a suitable locality for the quarantine ground for the coming Summer. We learn that they have selected the old naval anchorage, just inside of Craney Island, as best suited for the purpose. It is about four and a half miles below; Norfolk, and lower down the river than the quarantine ground of the last season.

[Norfolk Argus.]

the river than the quarantine ground of the last sacon. [Norfolk Argus.]

WRECKING—1856.

The value of property—vessels and their cargoes—saved by the Florida wreckers, on this coast, during the past year of 186, amounted to the same sum of \$2,034,000, and there was allowed by the Admiratty Court, for awing this amount, \$161,917, or shout eight fper cent upon the total values of vessels and cargoes, wrecked, in distress, accidents, &c., was \$4.484.600; expenses of vessels and cargoes, finding salvage, \$262,664; amount of auction sales, \$172,111 32.

[Key of the Guif.]

video February 18th, and the Falmouth was daily expected from Rio Janerio.

The following is a correct list of the officers attached to the United States steam frigate Romoke, reported for daty; Captsin, John B. Montgomery, commanding; Purser, John N. Hambleton; Lieutenanta, Edward Donaldon, Francis Key Murray, J. M. Wainwright, Joseph B. Smith, M. Faterson Jones, John W. Dunninaton; Fassed Assistant Surgeon, James T. Harrison; Assistant Surgeon, Ecwin R. Denby; Fassed Midshipman, Charles C. Carpenter; Midshipmen, J. W. Harris, Robert T. Bradford, George A. Bigelow, C. Hatfiel; Boatswin, James Walker; Gunner, Richard N. Fage; Carpenter, Jonas Dibble; Salmaker, Lewis Rogers; Lieutenant of Marines, Devid M. Cohen; Chief Engineer, William V. W. Wood; Second Assistant Engineer, George R. Johnson, Thief Assistant Engineer, E. R. Archer; Fourth Assistant Engineer, Wm. W. Dungan.

U. S. sloop of war Saratoga, Commander E. G. Tilton, arrived U. S. sloop of war Saratoga, Commander E. G. Tilton, arrived

U. S. sloop of war Saratoga, Commander E. G. Tilton, arrive yesterday in Hampton Roads, seven days from Key West. Of feers and crew all well. The Roamske goes into commission on Monday the 4th inst. Dr. Geo. Blacknall, U. S. Navy, has been ordered to the Cun berland, now at Boston, as Ficet Surgeon of the Africa

Squadron. U. S. SLOOP or WAR DALE.—This ship left our barbor page U. S. SLOOP-OF-WAR DALE.—This ship-left our harbor pasterday morning at 10 o'clock in tow of the U. S. steamer Water
Witch Liest. Loved, for the West and South coast of Africa.
The following list comprises the officers: Commander, Wea.
McBlair, First Lieut. and Executive Officer. J. S. Keimard;
Scoond Lieut., T. Lee Walker; Third Lieut, Hanter Davidson;
Fourth Lieut. A. Boyd Cummings: Fifth Lieut. and Master,
T. P. Peiot; Purser, John S. Cunningham; Passed Assist't Surgeon, W. Sherman; Assistant Surgeon, R. C. Dean; Boalawain,
Chaz. H. Hasker; Gunner, John Gaskins; Carpenter, John A.
Diaon; Salimaker, Stephen G. King; Purser's Clerk, Robert
Speidon; Captain's Cierk, Wen. C. Mayo.

Brevet-Major Jacob Zeillin, now attached to the Marine Barrack at this station, has received orders to take the command
of the Marines at the Washington Navy Yard. Major Zeilin
will leave many warmly attached friends here to regret his depatters company warmly attached friends here to regret his de-

will leave many warmly attached lineaus serior regreThe steamship William Jenkins arrived Tuesday from Boston,
bringing the remainder of the officers and crew of the steamer
Merrimae, who have been transferred to the steam frigate
Roanoke, now fitting out here.
The brig Perry was taken up on the ways at the Navy Yard
on Tuesday, and will undergo a thorough repair.
Capt. Barron has been assigned to duty as a member of the
Light-House Board, vice Capt. S. F. De Pont, ordered to the
command of the frigate Minnesots.
Lieut. Theodoric Lee, U. S. Navy, has resigned.
[Norfolk Argus, May 2.

PERSONAL INTELLIGENCE. —A communication, published in The Nusheille Union, contradicts the statements which have lately appeared in reference to Mrs. Polk. That lady has no intention to reside in Washington City. She has never been in London, nor out of the United States, nor has she been out of the State of Tenuesco since the death of President Polk. Nashville is her home

for life

— Commodore Stewart, says The Union, is now in
Washington, and has been in attendance at one of the
Naval Courts of Inquiry. He is in the seventy-minth
year of his age.

KEEPER STABBED IN SING-SING STATE PRISON BY A CONICT.—The keepers attached to the hat shop in the prison at this place have been much anneyed by the mutinous conduct of one of the convicts, a man named James Hughes—sentenced in 1853 for an assault with attempt to kill—who, latterty, has conceived the idea that no work and all play can be secured by feints of sickness and attempts at suicide. The officers of the prison having accurately ascertained that his health was good, the disposition to work only wanting, placed him in the hat shop yeaterday, but he still refused to work. To enforce discipline the convict was caused to stand in one end of the shop until the views and orders of the sent and warden could be received. While in this position the keeper, Mr. John B. Olmstead, had frequent occasion to pass, and Hughes, taking advantage of this while Mr. Olmstead's back was toward him, stabled Mr. Olmstead in the back with a shoe-knife. The knife entered the left side of the spine, near the lower extremity of the shoulder blade, making an external incision of about one inch in length. At first it ternal incision of about one inch in length. At first it was supposed the knife had entered the cavity of the was supposed the knife had entered the cavity of the was supposed the knife had entered the cavity of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severing of the muscles that no greater injury than the severi

The official report of railway casulties in England for the last year, states the number to be 281 killed, 394 isjured. The calculation is that one passenger in every 164 millions carried was killed, the other accidents having occurred to persons either the servants of the companies or neither passengers nor servants.

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